

# MAKAKILO TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII  
FINAL REPORT

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***City and County of Honolulu***  
***Department of Transportation Services***

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This report was prepared for the Honolulu Department of Transportation Services by R. M Towill Corp. and Walkable Communities, Inc. For more information on details found in this report contact the DTS Traffic Calming Program, (808) 527-5016. Walkable Communities, Inc. provides a helpful website at [www.walkable.org](http://www.walkable.org).

### Disclaimer

*The contents of this report represents the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through traffic calming and traffic management strategies. This report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use a particular measure should be made on the basis of an engineering study of the location. This report is not a substitute for sound engineering judgement. Adherence to the principles found in this report can lead to an overall improvement in neighborhood traffic safety.*

## INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 vehicular trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, then travels through neighborhoods as drivers take short cuts to avoid back-ups. Many motorists are late for events and try to make up the time. We (motorists) are all guilty of these practices.

This report provides guidance on reducing this undesirable behavior in the Makakilo Neighborhood. Before entering into design of traffic calming features all neighborhood residents are asked to accept that the problems most often come from within the neighborhood. Solutions therefore must be developed by the "stakeholders." Residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

### Six Step Process

#### **Step 1: Select area to be calmed**

Traffic calming the Makakilo Neighborhood began with a partnership. Honolulu Department of Transportation Services staff met with Council member John Desoto and staff to identify an area of concern in his district.

#### **Step 2: Gather traffic-related information**

R.M. Towill staff collected traffic volume and speed data and crash records to determine existing conditions. The University of Hawai'i Department of Urban and Regional Planning mapped traffic information using Geographic Information Systems (GIS).

#### **Step 3: Conduct field investigation**

The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

#### **Step 4: Hold charrette**

The Makakilo Neighborhood hosted a community traffic calming charrette on April 11, 2000 at Mauka Lani Elementary School. Neighborhood residents were shown community photographs and given examples of traffic calming possibilities. Then the residents created a prioritized list of the traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood maps.

#### **Step 5: Design traffic calming devices**

The engineering and traffic calming development team worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings of specific locations, and then selected tools for enhanced illustrated drawings. The concepts were reviewed with Department of Transportation Services staff, and put into a form for public presentation.

#### **Step 6: Conduct follow-up workshop**

The Makakilo Neighborhood hosted a final workshop on June 1, 2000. Residents were shown conceptual drawings for the recommended traffic calming tools. Comments were received and incorporated into this final report, which includes the conceptual system map, and makes recommendations for implementation.